



Tools to Increase Biking and Walking
Advocacy Advance



Kansas Department of Transportation Federal Funding Profile

Navigating the funding transportation funding process, especially the federal funding process can be difficult, for both agency staff and advocates. Each state and jurisdiction has particular rules, practices, personnel and contexts, which determine how decisions get made. To understand the system, it is helpful learn the **who, what, where and when** of each funding source. The following is an attempt to answer these questions for the Kansas Department of Transportation. This profile template can be used as a guide to gather this information in any community.

The focus of this profile is on un- or under-utilized programs like the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Highway Safety Improvement Program (HSIP) and the State and Community Highway Safety Grants (Section 402). In addition, it outlines the state and regional (when applicable) grant processes for the Transportation Alternatives Program (TA) under the new federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21).

Transportation Alternatives Program (TA)

*MAP-21 combines previous biking and walking funding programs – Transportation Enhancements (TE), Safe Routes to School and Recreational Trails – into one program: Transportation Alternatives. Funding for the Recreational Trails Program is taken off the top, then remaining TA funding is divided up into two equal pots: **50% will be distributed by the state DOT through a competitive grant process** and 50% will be distributed according to the share of population with the state. MPOs with populations greater than 200,000 will administer their own grant process; the other communities will be funded through the state DOT's grant process.*

When is your TA call for proposals and application deadline? When is the state's call for proposals and application deadline?

KDOT will continue to do separate calls for projects eligible for the Safe Routes to School Program and the Transportation Enhancement Program.

The SRTS call for proposals opened March 2013. The application deadline is June 7th, 2013.

KDOT will release a call for proposals for all other TA eligible projects in the fall of 2013.

Are you doing a separate SAFETEA-LU call for proposals?

No, KDOT has awarded all of the SAFETEA-LU funding available for both TE and SRTS.

Has the TA application been written?

The application for SRTS TA funding has been written and is available to view here

<http://www.ksdot.org/burTrafficEng/sztoolbox/pdf/SRTS-Application.pdf>.

The application for TE TA funding has not yet been developed.

What are the selection criteria?

This varies depending on the type of project submitted. Some of the criteria used for bicycle and pedestrian projects include user potential, design guidelines, safety guidelines, and community support.

Are bicycling and walking projects prioritized over other activities, such as environmental mitigation and boulevard conversion?

Selection is based off of the strength of eligible projects received and generally proportional to the number of applications received in each category.

Will the selection process prioritize a few large projects or more, smaller projects?

This depends on the types of applications received and the strength of eligible projects.

Who sits on the selection committee?

Staff reviews and recommends projects to the internal TA Selection Committee, who then forwards the recommendations to the Program Review Committee for final approval.

Are bicycling/walking advocates included as part of the selection committee?

The state bicycle and pedestrian coordinator provides input on project selection to the committee.

Surface Transportation Program (STP)

The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on roads, bridges and transit. STP funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.

Is funding distributed among funding categories? Are funding categories tied to federal categories or another system? If another system, what is it?

STP funding is distributed to all 105 counties and cities with populations between 5,000 and less than 200,000, not in an MPO area. The two MPOs receive a suballocated amount of funding.

What is the project selection process?

There are various programs with different selection processes. For counties and cities the decision of project selection is at the local level.

The Off-System Bridge Program is an application based program. KDOT has a committee to determine who will be awarded a project.

Who sets the project selection policy?

Federal rules and regulations, State statutes and KDOT policy.

Who makes funding decisions/selects projects?

KDOT, locals and MPO Policy Body for suballocated funding.

What does the project application look like? How was it written? Do good bike/ped projects score well?

N/A – if talking about BLP type of federal-aid projects

Who rates the applications?

N/A - if talking about BLP type of federal-aid projects

Who administers the projects?

N/A - if talking about BLP type of federal-aid projects

What is the timeline for project selection? Key dates for application and selection?

N/A - if talking about BLP type of federal-aid projects

STP Resources: Bureau of Local Projects has a link on: <http://www.ksdot.org/>

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program funds transportation projects that improve air quality and reduce traffic congestion.

See our Advocacy Advance report on CMAQ: http://www.advocacyadvance.org/docs/lab_cmaq.pdf

FHWA recently confirmed that bike/ped projects are eligible for CMAQ funds:

<http://www.fhwa.dot.gov/environment/bikeped/cmaqfunds.htm>

Where are the non-attainment areas in your state?

Not at this time.

Who sets project selection policy?

The MPO Policy Body

What is the project selection process?

N/A—please defer to WAMPO policy

Who makes the project-selection decisions?

N/A—please defer to WAMPO policy

When are programming decisions made?

N/A—please defer to WAMPO policy

Can good bike/ped projects compete for funds?

N/A—please defer to WAMPO policy

Funding History

N/A—please defer to WAMPO policy

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) funds safety projects aimed at reducing traffic fatalities and serious injuries. Bike and pedestrian safety projects are eligible for HSIP funding. All public roads – including state, borough and local roads – are eligible for HSIP funding. Examples of eligible projects include bike lanes, roadway shoulders, crosswalks, other intersection improvements and signage. See the Advocacy Advance report on HSIP case studies:

http://www.advocacyadvance.org/site_images/content/hsip_casestudies_shsp_emphasis.pdf

KDOT did not fund Bike/Ped projects under HSIP.

Are bicycle and pedestrian safety identified as emphasis areas in your state’s Strategic Highway Safety Plan?

The Strategic Highway Safety Plan focuses on improving safety in areas with high fatality rates. Bicycle and pedestrian fatality rates are comparatively low in the Kansas.

Who sets the project selection criteria?

The Kansas Department of Transportation

Who makes the project selections?

The Kansas Department of Transportation

Section 402 – State and Community Highway Safety Grants

Section 402, the State and Community Highway Safety Grant Program, is a federal program that provides funds for education, enforcement and research programs designed to reduce traffic crashes, deaths, injuries, and property damage. Under Section 402, bike and pedestrian safety programs are eligible to receive funding for projects such as these:

- *Comprehensive school-based pedestrian and bike safety education programs*
- *Helmet distribution programs*
- *Pedestrian safety programs for older adults*
- *Training in use of pedestrian and bicycle design guidelines*
- *Community information and education programs*
- *Public information in May, such as “Bike Safety Month”, and in September, “Back to School Safety Month.”*
- *Public information for school zone and crosswalk safety*
- *Public information about older adults and impaired pedestrian*

Which agency administers 402 grants?

Kansas Department of Transportation (KDOT)

What is the selection process?

Grant application

Who makes the selection decisions?

KDOT-Bureau of Transportation Safety and Technology

What else do we need to know?

Funding is provided for education, enforcement and research programs. Construction projects would not be eligible.

402 Resources: <http://www.ksdot.org/burTrafficSaf/trafficsafety/trafficsafety.asp>

Documents

Safety plans: <http://www.ksdot.org/burTrafficSaf/KSSHSP.pdf>

State Transportation Improvement Program: <http://www.ksdot.org/burProgProjMgmt/stip/stip.asp>

Contacts

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